

that are described above, the Corporation announces its intent to enter into such negotiations with any sponsor in a manner that may require revisions to the original grant proposal.

Dated: December 15, 1998.

**Kenneth L. Kloth,**

*General Counsel, Corporation for National and Community Service.*

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## DEPARTMENT OF DEFENSE

### Department of the Army Corps of Engineers

#### **Notice of Availability of the Draft Environmental Impact Statement (DEIS) for the Proposed Alamo Lake Reoperation and Ecosystem Restoration Feasibility Study, La Paz and Mohave Counties, Arizona; dated December 1998**

**AGENCY:** U.S. Army Corps of Engineers, Los Angeles District, DOD.

**ACTION:** Notice of Availability.

**SUMMARY:** The U.S. Army Corps of Engineers has prepared a Draft Alamo Lake Reoperation and Ecosystem Restoration Feasibility Study, La Paz and Mohave Counties, Arizona; dated December 1998. Alamo Dam is located on the Bill Williams River, on the border of Mohave and La Paz Counties, in west-central Arizona, approximately 110 miles northwest of Phoenix, Arizona. Construction of the dam and appurtenant works was completed in 1968 as a multipurpose project (flood control, water conservation and supply, and recreation) under authorization of the Flood Control Act of December 22, 1944. Since the late 1970's local, state, and federal offices, interest groups, and private parties have raised issues and concerns surrounding the operation of Alamo Dam and its impact, both upstream and downstream, upon recreation, fisheries, endangered species, and riparian habitat. In response to these concerns, the Corps of Engineers is studying the impacts of alternative water storage elevations to optimize biological and recreational benefits while still meeting the authorized project purposes.

The general planning objective guiding the development of alternatives was the balance between minimum flows needed to sustain and enhance riparian resources below the dam, and sustenance of suitable lake elevations with minimal fluctuations for reservoir resources and uses. The 1,125-foot, 1,100-foot, and 1,070-foot plans are

analyzed in consideration of all pertinent environmental resources potentially affected under these operational scenarios. This analysis is presented in the DEIS to serve as the basis for comparing the relative level of impact that each alternative would have on the environment.

#### **FOR FURTHER INFORMATION CONTACT:**

For further information on the Draft Feasibility Report contact Mr. Mike Smiley, U.S. Army Corps of Engineers, Los Angeles District, Attn: CESPL-PD-WC, 3636 N. Central Avenue, Room 740, Phoenix, Arizona 85012-1936, at (602) 640-2003; and for information on the DEIS contact Mr. Timothy Smith, U.S. Army Corps of Engineers, Los Angeles District, Attn: CESPL-PD-RN, P.O. Box 532711, Los Angeles CA 90053-2325, at phone (213) 452-3854, or via E-mail to: tjsmith@spl.usace.army.mil.

**SUPPLEMENTARY INFORMATION:** The Army Corps of Engineers has prepared a DEIS to assess the environmental effects associated with the Proposed Alamo Lake Reoperation and Ecosystem Restoration Feasibility Study, La Paz and Mohave Counties, Arizona; dated December 1998. The public will have the opportunity to comment on this analysis before any action is taken to implement the proposed action.

#### **Scoping:**

The Army Corps of Engineers conducted a scoping meeting prior to preparing the Environmental Impact Statement to aid in determining the significant environmental issues associated with the proposed action. This meeting was held in Parker, Arizona on May 6, 1998.

Individuals and agencies may present written comments relevant to the DEIS by sending the information to Mr. Timothy Smith at the address above prior to February 1, 1999. Comments, suggestions, and requests to be placed on the mailing list for announcements and for the Final EIS, should be sent to Timothy Smith, U.S. Army Corps of Engineers, Los Angeles District, Attn: CESPL-PD-RN, PO Box 532711, Los Angeles, CA 90053-2325, or via E-mail to: tjsmith@spl.usace.army.mil, or FAX at (213) 452-4204.

#### **Availability of the Draft EIS**

Copies of the DEIS are available from Mr. Tim Smith at the address above. Review copies are also available at the following Corps' offices:

U.S. Army Corps of Engineers, Los Angeles District, Environmental Resources Branch, 911 Wilshire Boulevard, 14th Floor, Los Angeles, CA

U.S. Army Corps of Engineers, Los Angeles District, Planning Section C, 3636 N. Central Avenue, Room 740, Phoenix, Arizona 85012-1936

Dated: December 11, 1998.

**John P. Carroll,**

*Colonel, Corps of Engineers, District Engineer.*

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## DEPARTMENT OF DEFENSE

### Department of the Navy

#### **Notice of Intent To Prepare an Environmental Impact Statement for the Shock Trial of the DDG 81 Flight IIA Class Destroyer**

**AGENCY:** Department of the Navy, DOD.

**ACTION:** Notice.

**SUMMARY:** Pursuant to section 102(2)(c) of the National Environmental Policy Act of 1969, as implemented by the Council on Environmental Quality regulations (40 CFR parts 1500-1508), the Department of the Navy announces its intent to prepare an Environmental Impact Statement (EIS) to evaluate the environmental effects of a proposal to conduct ship shock trials on the AEGIS Destroyer, WINSTON CHURCHILL (DDG 81) at a site located off the east coast or gulf coast of the United States.

Pursuant to 40 CFR 1501.6, the Department of the Navy has requested that the National Marine Fisheries Service act as a cooperating agency.

A "shock trial" is necessary to evaluate the effect that shock waves, resulting from a series of underwater explosions and designed to emulate conditions encountered in combat, have when they propagate through a ship's hull. The congressionally mandated (10 USC 2366) Live Fire Test and Evaluation (LFT&E) Program requires realistic survivability testing on each new class of Navy ships, or on an existing class of ships when significant design changes that may affect ship survivability are made. A "shock trial" is part of the Navy's LFT&E program to ensure survivability. The test results provide important information that is applied to follow-on ships and is used to improve the initial ship design and enhance the effectiveness and overall survivability of the ship and crew. Shock trials have proven their value as recently as the Persian Gulf War when ships were able to survive battle damage and continue their mission because of ship design, crew survivability, and crew training lessons learned during previous shock tests.